

Heber Creeper Railroad Line, Vivian Park Bridge
Spanning South Fork of Provo River
Provo Vicinity
Utah County
Utah

HAER No. UT-63-B

HAER
UTAH
25-PROVO.V,
1B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
Rocky Mountain Regional Office
National Park Service
Department of the Interior
P.O. Box 37127
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

HAER
UTAH
25-PROVO.V,
1B-

Heber Creeper Railroad, Vivian Park Bridge

HAER No. UT-63-B

Location: Spanning the South Fork of the Provo River where it enters the Provo River from the south. The bridge is oriented generally east to west on a straight section of track about 800 feet west of the paved road across the tracks into the Vivian Park recreation area.
Provo, Utah County and Heber City vicinity, Wasatch County, Utah

Date of Construction: Unknown; possibly 1913 or later

Architect: Unknown

Builder: Denver and Rio Grande Western Railway Company

Original Owners: Denver and Rio Grande Western Railway Company

Present Owner: Utah Transportation Commission
4501 South 2700 West
Salt Lake City, Utah

Present Use: None; on abandoned section of railroad grade.

Significance: The Vivian Park Bridge has been determined to be eligible for inclusion on the National Register of Historic Places. It is considered to be a contributing element to the significant Bridal Veil Falls to Deer Creek Dam segment of the Heber Creeper Railroad. In addition, it is a good example of early bridge development and construction and possesses integrity of location, design, materials, workmanship, and association.

Historian: Jonathon C. Horn
Alpine Archaeological Consultants, Inc.

June 1991

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Original plans: Original plans are not known to exist
2. Alterations and additions: None

B. Historical Context:

The Vivian Park Bridge is an important element of the Heber Creeper Railroad constructed in 1899. Detailed historical information about the history of the Heber Creeper Railroad can be found in the cover document for this package (HAER No. UT-63). No historical information about the Vivian Park Bridge could be found. Rail plates on the bridge are marked with the year 1913. This may reflect the year the bridge was constructed, but cannot be confirmed.

PART II. ARCHITECTURAL INFORMATION

A. General Information

1. **Architectural Merit and Interest:** The Vivian Park Bridge is a good example of railroad bridge development and construction.
2. **Condition:** Excellent.
3. **Detailed description:** The Vivian Park Bridge is an open tie-deck trestle railroad bridge, 10 feet wide and 40 feet long, oriented east to west over the South Fork of the Provo River where it joins the Provo River. It consists of a deck made of parallel 8x8-inch treated railroad ties spaced 5 inches apart. Rails are attached to each tie by a metal plate and four spikes. Rail guards made of 4x8-inch planks with flat lapped joints are bolted and lag screwed along the top outside edge of the ties for the length of the bridge. Collars with the bolts are marked "D&RG." The tie-deck rests on a pair of parallel stringers made of groups of three 10x18-inch planks set on edge. These stringers are then supported by three trestles, one on each end of the bridge and one at the center. Each trestle is made of five 12-inch diameter pilings in a configuration of a group of three at the center, flanked by single pilings on either side. The trestles have a 14-foot long, 14x14-inch beam cap on which the stringers rest. The center trestle has diagonal cross braces on both sides attached by bolts and collars. The top surfaces of the trestle cap and first ties on each end of the bridge are sheathed with galvanized sheet metal.

The abutments on each end of the bridge are 4x8-inch planks set on edge and bolted to upright 4x8-inch planks. The three lower planks of the abutment are 21 feet 4 inches long and the top planks are stepped in to 15 feet 2 inches length. The top surfaces of the abutment are sheathed with galvanized sheet metal. The abutments are held in place by the two end trestles and filled behind by earth.

PART III. SOURCES OF INFORMATION

Wilde, James D. and Billat, Lorna Beth. "A Cultural Resource Inventory of the Proposed SR-189 Upgrade and Realignment in Provo Canyon, from Olmstead to Heber City, Utah and Wasatch Counties, Utah." BYU MPC Technical Series No. 87-49. Provo: Brigham Young University, 1988.

Wintch, Kenneth L. and Christensen, Teri H. "Determination of Eligibility and Finding of Effect for U.S. Highway 189, Utah Valley to Heber Valley, by the Federal Administration, Utah Division, and the Utah Department of Transportation." Salt Lake City: Utah Department of Transportation, 1989.